



Bellevue

Transportation Commission

DATE: June 14, 2018
TO: Bellevue City Council
FROM: Transportation Commission
SUBJECT: 2019-2030 Transportation Facilities Plan (TFP) Update

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We are pleased to offer our Preliminary 2019-2030 TFP Project recommendations. Since last fall, in conjunction with the city's periodic TFP update, we have engaged the public and Transportation Department staff to evaluate existing and candidate projects to include in this year's TFP update. A project list and map describing and showing our preliminary TFP project and revenue allocation recommendations are attached.

We recommend this Preliminary TFP Project List, which we approved by a 4-2 vote on May 24, for advancement to the next stages in the TFP update process, which will include scoping and conducting the appropriate programmatic environmental review and developing an updated Transportation Impact Fee Program Report. While no formal Council action is requested at this time, we wish to confirm that the Council is comfortable carrying forward our recommended Preliminary 2019-2030 TFP Project List in the TFP update process. Later this year, following the environmental review, we will return with a formal recommendation to adopt the final 2019-2030 Transportation Facilities Plan.

Our development of the attached list of projects included a thorough consideration of current transportation system needs as well as the localized and system-wide benefits provided by various candidate projects. We have refined and utilized a set of evaluation criteria to rank candidate projects based on needs and relative benefit in the categories of safety, vehicle level of service, transit service/facility enhancement, pedestrian & bicycle system improvement, and the potential for attracting outside grant funding. Among the evaluation criteria applied to the roadway/intersection projects, we placed the highest weight on safety, equal consideration to each mode of travel, and the least weight on the potential to attract outside grant funding. We solicited and considered public input at three TFP Open House

events, via an online survey and interactive project map, and at eleven Transportation Commission meetings.

The 50 projects in our Preliminary 2019-2030 TFP Project List fall into four general categories:

- **Projects fully funded in the adopted 2017-2023 Capital Investment Program (CIP).** Ten projects on the list are fully funded for implementation in the current CIP. Examples include newly funded TIFIA investments to construct NE Spring Boulevard Zone 2 - 120th – 124th Avenues NE (TFP-259) and 124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way (TFP-265). Seven projects in this category qualify as transportation impact fee projects.
- **Priority projects partially funded or not currently funded in the 2017-2023 CIP.** There are 17 projects on our list recommended because they scored well according to our evaluation criteria, garnered significant public support, and/or have had significant prior investment in project development. Seven of these projects are included in the 2017-2023 CIP, funded for less than full implementation. Recommended funding allocations in the TFP vary from limited, “placeholder” funding to full funding for project implementation. Projects in this category include 120th Avenue NE (Stage 4) NE 16th Street to Northup Way (TFP-260 – recommended for full design phase funding), the Bellevue College Connection (TFP-252 – recommended for pre-design funding to partner with Bellevue College and King County Metro), and the third and fourth phases of improvements to West Lake Sammamish Parkway (TFP-257 – full implementation funding). Four projects in this category qualify as transportation impact fee projects.

One notable change to an existing TFP project that is reflected on our list relates to the Bellevue Way HOV Lane project (TFP-242). We recommend splitting the project into three segments, providing full funding for segment A: Bellevue Way SE from the South Bellevue Park & Ride to the Winters House. This segment recommendation is consistent with Council feedback provided to Transportation Department staff at the Council’s May 14 Study Session. We also recommend a single placeholder funding allocation for a segment B (Bellevue Way SE from the Winters House to 112th Avenue SE) and a segment C (Bellevue Way SE from 112th to 108th Avenues SE). We also included language to recommend that future evaluation of segment C consider operational scenarios other than an HOV lane (e.g., creating full-length dedicated left-turn lanes).

- **Projects to be implemented when feasible or as opportunities arise with private development or outside agencies.** There are 13 projects in this category; all are carried over from the current 2016-2027 TFP. These projects fall into three subcategories:
 - **Downtown impact fee projects** – These six projects are primarily anticipated to be implemented in coordination with adjacent private developments. Projects include 110th Avenue NE between NE 6th and NE 8th Streets (TFP-110) and five intersection locations, including NE 8th Street/106th Avenue (TFP-219) and NE 8th Street/Bellevue Way NE (TFP-223).

- **Other development coordination projects** – These two projects are recommended to retain in the TFP to facilitate the city’s effective coordination with private development – primarily through the implementation of specific street frontage improvements. The projects are NE 2nd Street in Downtown – Bellevue Way to 112th Avenue NE (TFP-190) and Bel-Red Road/NE 20th to NE 24th Streets (TFP-254).
- **Projects associated with freeway access** – There are five projects in this category, and each will likely need to be closely coordinated with the Washington State DOT. Examples include the NE 6th Street Extension (TFP-211) and the 124th Avenue NE SR 520 Added Access project (TFP-217).
- **Create three funding “reserves” to help support the implementation of projects identified in the initiatives listed below.**

- **Pedestrian-Bicycle Implementation Initiative (PBII) Reserve projects.** The list includes 10 projects that will be further evaluated and prioritized via the PBII process. All are carried over from the current 2016-2027 TFP, these projects closely align with the Council-reviewed principles of the PBII. No specific funding allocations are currently recommended for these projects; rather, we recommend the prioritization and funding allocations be addressed through the ongoing PBII process. However, several of the projects on the list are also included in the adopted 2017-2023 CIP with partial funding that is not part of the PBII reserve allocation. These include the Mountains to Sound Greenway Trail (TFP-243) and the Eastside Rail Corridor (TFP-244). The project list includes a line item “Ped-Bike Implementation Reserve” which represents a recommended TFP revenue “set-aside” for future allocation to these Ped/Bike priorities.

This category of our TFP update recommendation specifically excludes one project from the current 2016-2027 TFP, TFP-158, sidewalk and bike lanes on SE 16th Street between 148th Ave SE and 156th Ave SE. We are recommending removal of this project in response to opposition to the project voiced through the TFP update public outreach process.

- **Neighborhood Congestion Reduction Levy Program Reserve.** In November 2016, Bellevue residents approved the Neighborhood Safety & Connectivity/Neighborhood Congestion Management Levy. A key element of the levy is to evaluate, identify solutions, and help to fund projects that mitigate traffic congestion issues that affect residents entering and/or exiting their neighborhoods. These funds total approximately \$2 million per year, or \$24 million over the 12-year TFP plan period.

For TFP development purposes, we have assumed a portion of these funds will help advance levy-eligible projects on our Preliminary TFP project list (i.e. 150th Avenue SE/South of SE 38th Street to Newport Way (TFP-246). The balance of

these funds must be held in “reserve” until future levy congestion reduction projects are identified through separate processes.

- **Transit Master Plan – Metro Connects Reserve.** This reserve is recommended to be available for allocation to high priority projects that will benefit or support transit service or facilities. The new Metro Connects plan adopted by the King County Council in January 2017 sets a vision to work closely with cities on street and travel improvements that support transit speed and reliability. By designating this “reserve” allocation in the TFP, the city will be better positioned to engage with the County to jointly fund and implement transit-supportive improvements in Bellevue. Specific project concepts will be identified at a later date through a separate process, or as transit-benefiting opportunities are presented; they will likely be along two new RapidRide corridors identified in Bellevue.

The above recommendations were approved by the Commission on a 4-2 vote (Commissioner Teh absent). Two Commissioners (Commissioners Bishop and Woosley) favored an option that would allocate portions of the Reserves for the Pedestrian and Bicycle Implementation Initiative and Metro Connects (described above) to roadway-intersection projects to cover their non-motorized and transit-benefitting elements. Their goal behind this option was to allocate more TFP revenue to roadway-intersection vehicular capacity projects. The majority of the Commission believes that the TFP as recommended faithfully represents Bellevue’s transportation system as integrated and balanced, serving all modes of travel. Taking funds away from the Reserves would hurt the city’s ability to deliver projects for pedestrians, cyclists, and transit users. Additional discussion of this alternate option is included in the staff-prepared Council agenda memo for the TFP Update, and a complete discussion is found in the minutes from the Transportation Commission’s May 24, 2018 meeting attached to the agenda memo.

For the purposes of developing the preliminary TFP project allocations, the Commission assumed the forecast of available transportation revenue (\$140 million) to include the general and dedicated CIP revenue sources, including impact fees, in the adopted 2017-2023 CIP extended through the out years of the TFP period, 2024-2030. We also assumed a reasonable stream of future state and federal grant awards to supplement local funding sources. We would also like to express our support for continuing the current policy wherein additional dollars, such as impact fees, Levy funds and the TIFIA loans are used to supplement the base transportation infrastructure dollars and not supplant them. We also understand that there are currently unallocated funds that will need to be allocated in the next budget update and the Commission would like to make the Council aware of the significant need for transportation capital as the Council deliberates on how to allocate these funds.

We appreciate the opportunity to provide you with these recommendations. If you have questions about our recommendation or the TFP update process in general, please contact Eric Miller, Implementation Planning Manager, at 425-452-6146 or emiller@bellevuewa.gov.
